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MARRIAGE

On June 21st, 1911, at the Methodist Church, Clabby, by the Rev. R. Green, Wm. GEORGE WARNOCK, late Inspector of Police, Hongkong, to MARY JANE (Minnie); only daughter of the late James Murphy, Elmwarne, Tempo, Co. Fermanagh.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET. EC

The Daily Press.

HONGKONG, AUGUST 9TH, 1911.

In view of the early opening of the Kowloon-Canton Railway for through traffic, the Chairman of the Hongkong, Canton and Macao Steamboat Co., at the half-yearly meeting of shareholders yesterday made a interesting reference in his speech to the impending competition. Even before it was known that the cost of constructing the Railway would be more than double the original estimate, we expressed the view that the Railway would not injuriously affect the interests of the steamboat companies, engaged in the Hongkong and Canton trade because the Railway cannot possibly compete with steamboats either in the matter of passenger fares or freights. This is the view taken by Mr. FUHRMANN in his speech yesterday. "We do not think it probable," he said, "that the Railway can compete with us and yet make a profit". Without being too optimistic, he and his co-directors think the shareholders have no need to fear any general adverse effect from the new competitor. The Railway cannot possibly carry third-class passengers as cheaply as the steamboats carry deck passengers, and even if it did, it is very improbable that this class of passenger would prefer to journey to Canton packed in a railway carriage, when he can travel comfortably

by night and even stretch himself out to sleep on the deck of a steamboat. In the matter of freight, the Railway has to compete against rates ranging from one-third of a cent to two cents per ton per mile. So far as passenger traffic is concerned, the through trains will doubtless be well patronised for a time, but the novelty will soon wear off, and the multitude of Chinese passengers to whom time is no object will, as now, continue to travel by water. But this is not to say that the prospects of the Railway are unhelpful. When we see the traffic that has already developed on the section of the line now in operation we cannot but believe that the time is not far distant when there will be a very large passenger traffic between intermediate points. The Canton section of the Railway passes through a very fertile country and the means afforded by the Railway for rapid communication with Canton on the one side and Kowloon on the other will certainly be welcomed by the people living within easy reach of the line, and it may safely be predicted that in the course of a few years the population of the district will be very much larger than it is to-day. Wherever railways have been constructed in China, there has followed a rapid development of the country traversed by the line. It will doubtless be some years yet before our over-capitalised section of the Railway begins to be remunerative, but connected as the Canton-Kowloon line will be with the great trunk line to Hankow, which the Chinese Government are intent on completing with all possible celerity, we cannot doubt that the Kowloon Railway will in time contribute greatly to the prosperity of the port. There will be scope both for the steamboats and the Railway, and the community will hope that concurrently with a great development of railway traffic the steamboats will also have their full share of the increased trade we may confidently expect from the opening up of the interior by railways.

The body of a Chinese male, aged about 52, was found in Bowrington Canal on Monday.

A meeting of the Legislative Council is called for to-morrow. Four bills are down for first reading.

The plague return for last week was 13 cases and 10 deaths. Yesterday four fresh cases were reported, bringing the total up to 252.

A Chinese who was found by the police in Queen's Road in a very sick state was removed to hospital, but died on the way.

Captain George Ankers, late master of the U. S. transport *Dix*, died of heart disease at his home in San Francisco on June 29.

With reference to a paragraph which appeared in our issue of yesterday stating that damage had been done to a wall at Taikoo, we understand this does not apply to the Docks.

The police have been informed by a Chinese woman, a passenger on the s.s. *Taiching*, that while she was standing on the deck some person picked her pocket and stole a purse containing \$134 in money.

No serious damage was done at Macao by last week's storm. One Chinese house collapsed, and nine men were mixed up with the debris for a time. All were rescued, but some were more or less injured.

Dr. Neeson has resigned his post as director of agriculture in the Philippines. He has been offered the post of dean of the agricultural department of the University of Porto Rico, but will not consider the offer, as his plans have long been made to enter private business in the Philippines.

A Chinese contractor residing in Ship Street reports to the police that he was approached by a man who wanted an estimate for effecting sundry repairs in a kitchen. He was invited to inspect the premises, which were in Canton Road; Kowloon, but he was no sooner in the house than three men entered, bound and gagged him, and relieved him of money and jewellery to the value of \$120.

The confidence trick was successfully played on Monday, the victim on this occasion being a sampan woman. She was approached in the usual way by a man who told her he had just found a bundle of notes, but was afraid to cash them: would she do it for him? Of course she consented, and was handed a handkerchief containing what she thought were the notes. Before she was allowed to depart she was asked to leave some security with the man, and she disposed herself of jewellery to the value of \$178. In due course she discovered that the bundle contained nothing but paper and that the man was nowhere to be found.

An interesting story was related to Mr. Hazenland at the Magistracy yesterday when three women and two men appeared before him on charges of breaking and entering and receiving goods knowing them to have been stolen. It appears that a refugee from Canton occupied a house near Ship Street, but during the typhoon he thought it was about to collapse and he hurried out of it. He did not look near the place for a day or two, and then he discovered that the house had been cleared of all the furniture. A report was made to the police, who discovered all the furniture in a house in an adjacent street. They had taken advantage of the owner's absence to remove everything from the house.

(THROUGH REUTERS'S AGENCY.)

THE DEBATE IN THE COMMONS.

LONDON, August 8th

Both Mr. Asquith and Mr. Balfour were cheered on entering the House of Commons to-day. The House was thronged.

Mr. Balfour, in moving a vote of censure upon the Government, affirmed that the Ministers had abused their powers and had put themselves above the constitution for party purposes so as to prevent the country from pronouncing upon Home Rule. He thought that Ministers should be especially careful in advising a new Sovereign, whom they had placed in a crucial position. He believed the advice was given eight months ago.

The debate was continued in a good-humoured spirit, the Liberals chaffing the "No Surrenderites" and ridiculing the idea of revolution.

Mr. F. E. Smith contended that Mr. Asquith gave the advice he did to the King because Mr. Redmond ordered it and urged the Unionists not to submit to a campaign of bluff.

THE PREMIER'S REPLY.

LATER

Mr. Asquith said—Though there was no excessive kindness in the tone of Mr. Balfour's speech, my first duty is to tender him on behalf of the Government and its supporters our most grateful acknowledgments. This opportune motion is the very thing we wanted, for on one hand it gives representatives of the Government an opportunity such as no discussion upon the Lords' amendments could afford to state to the country with clearness and precision the grounds for the advice tendered to the Crown. On the other hand, it gives the House an opportunity of stating with equal clearness and emphasis whether that advice truly reflects the opinion and judgment of the chosen representatives of the people. Mr. Balfour has complained that I did not give him in support of what was apparently a hypothetical vote of censure materials in advance from which he could ascertain whether his hypothesis was well-founded or not, but the only point he raised on that

motion is this : Whether under the circumstances in which we stand with the Veto Bill, twice approved in principle and once approved in all its details by the electors, passed through the House of Commons 'by continuous overwhelming majorities, and now met by the Lords by so-called amendments, which are really changes fundamental in character and fatal to its purposes,' it is not the constitutional duty of Ministers of the Crown to advise the Crown, if the Lords refuse to give way, to use its prerogative for a creation of peers in order to carry out the will of the people. Mr. Balfour asked me when the advice was given. My answer was that it was given

regard to the existing situation when a constitutional outlier from which no other constitutional outlet was possible. It was given and accepted in reference to that situation, and it is by review of that situation, how it arose and what it involves, that the question must be answered whether or not the advice was warranted and justified. But when I say that the advice was tendered in view of existing circumstances, it must be clearly understood that I do not mean in the least to convey that there had not been any previous communications as to events developed between the Sovereign and Ministers on the subject. As it is desirable that there should be no mystery or misunderstandings over a perfectly simple and correct transaction, I may be allowed to say that at the King's strong desire and therefore, of course, with expressed permission, I am able to disclose communications which have hitherto been treated both by the King and Ministers as confidential. To make matters clear I must go back to the 19th April, 1910, when the so-called Veto resolutions were approved by large majorities in the House of Commons and the Parliament Bill founded thereon had been introduced. King Edward was then on the Throne. I ask the House to remember that there was every reason to believe that his life and reign would be prolonged. It was notorious that when our resolutions were carried by the House, and were shortly to come before the Lords, that they might be laid aside or rejected.

there, the majority inside and outside the House were beginning to ask not unnaturally whether the election just held was to be reduced to nullity and matters again result in a futile deadlock. It was in these circumstances that on the 14th April, 1910, after careful consultation with my colleagues and in language approved by them and communicated to the King, who was abroad, that I used these words in the House of Commons: "If the House of Lords fails to accept our policy and decline to consider it as formally presented to them, we shall feel it our duty immediately to tender advice to the Crown regarding the steps which will have to be taken if that policy is to receive statutory effect in this Parliament. What the precise terms of that advice will be, of course, it would not be right for me to say, but if we do not find ourselves in the position of receiving the answer that statutory effect shall be given thereto in this Parliament, we shall then either resign or recommend dissolution." Here came the important words: "Let me add this, that in no case will we recommend dissolution except on such conditions that will secure that in the new Parliament the judgment of the people as expressed at the election will be carried into law." That is very plain language, which represents the deliberate policy of the Government, and was so understood and accepted at the time, not only by our friends, but by our antagonists. That policy was announced by me to the country. That is the only observation I make in reply to what I think was the unhappy reference made by Mr. Balfour to the new King. That policy was announced by me as the head of the Government while I was still King Edward's Minister. Within a month his reign was prematurely and most unexpectedly ended. A political truce followed, and for the best part of six months there was honest, continuous and well-inspired agreement. That experiment finally broke down. An endeavour was made by the leading representatives of both parties in the State to arrive at a settlement by the early part of November. We then reverted to the situation as it stood in April. What was the first question that we as Ministers had to determine? It was whether we should continue in the then existing Parliament or advise a dissolution, having regard in both cases to my declaration in the preceding year. Under the circumstances, and after the fullest consideration, we thought it right to advise a dissolution, as nearly a year had passed since the General Election. We were in a new reign, and there had been much discussion of the question at issue. Moreover, our plan was actually formulated in the shape of a Bill, and on the whole it appeared to us that the arguments for dissolution were overwhelmingly strong, but we clearly opined at the same time that it would be neither honourable nor justifiable to go into an election blindfold. In the first place, there was my deliberate pledge given to the House of Commons in the name of my colleagues—the Government pledge I read a moment ago. A great many hard words are being used about me now, but I do not mind in the least. Harder words would have been used, words which I should have minded, if, after a declaration of that kind, my colleagues, and I, with the thousands and millions in the country who reposed trust in us, had been false to our trust. We would have been rightly accused of what I see I am accused by the orators and Pressmen of the Opposition, treachery and trickery. I might rightly have been accused of both treachery and trickery had I under those conditions gone into a dissolution without any understanding. But, secondly, and quite apart from any distinct and deliberate pledge, we should not have thought it right to plunge the country a second time within nearly a year into the cost and turmoil of a General Election unless we could have felt sure that if the country gave a decisive result in our favour our policy, subject to full Parliamentary discussion, would be regarded as for the time being definitely closed. Of course, when we came to the conclusion that it was our duty to advise the King to dissolve Parliament, we accompanied our advice on the 15th January, 1910, with this statement: "Ministers cannot take the responsibility of advising a dissolution unless they may understand that in the event of the policy of the Government being approved by an adequate majority in the new House your Majesty will be ready to exercise these constitutional powers which may involve the prerogative of creating peers if needed to secure that effect shall be given to the decision of the country. Ministers are fully alive to the importance of keeping the name of the King out of the sphere of party and electoral controversy. They take upon themselves a duty entire and exclusive responsibility for the policy which they will place before the electors. Your Majesty will doubtless

agree that it would be inadvisable in the interests of the State that any communication regarding the intention of the Crown should be made public unless and until actual occasion should arise." That was the communication made by the Cabinet to the King on the 15th December. His Majesty, after careful consideration of all the circumstances past and present, and after discussing the matter in all its bearings with myself and Lord Crewe, felt that he had no alternative but to assent to our advice. Accordingly, on the 18th December I announced in the House of Commons that we had advised the King and he had accepted the advice to dissolve Parliament, and during the debate in answering the question put to me by Mr. Wedgwood I used this language:—"Mr. Wedgwood has asked me a question regarding the declaration I made on the 14th April. That declaration, the language of which was carefully chosen, represents now and did then the intention of the Government. I may say at once, and I am quite sure that hon. members on both sides will recognise the justice and, I hope, the commonsense of my position when I decline altogether and continue to decline to make any statement regarding the advice that may have been given or may hereafter be given by a responsible Minister to the Crown. The King stands aloof from all political and electoral conflicts, and it is the duty of all subjects and Ministers to maintain and secure his absolute detachment from the arena of party politics. I hope our friends will have sufficient confidence in the Government and be content with that statement." What was the alternative? We might have resigned. If we had resigned the King undoubtedly would have sent for the Leader of the Opposition, who might or might not have undertaken the responsibility of forming a government. If he did not, then matters remained, as they were. If he did, of course, it is a matter of common knowledge that a government so formed could not have existed a week in the then House of Commons, for the sufficient reason that that House would have refused to grant supply. A dissolution therefore was inevitable, so there is no ground whatever for thinking that dissolution would not have been attended with the same results. A dissolution under those conditions would have been held in circumstances which would have made it almost impossible to keep the name and authority of the King out of the arena of electoral conflict. The King no doubt thought this was a matter which was peculiarly incumbent upon him to safeguard. I never used either publicly or privately the words guarantee or pledge in regard to this matter. They are words which seem singularly inappropriate to describe a purely conditional understanding such as that which purposely left open certain contingencies which might or might not arise. Nothing can be more absurd than to suggest, what I think Mr. Balfour suggested, that the existence of such a confidential understanding between the Sovereign and his Ministers introduced any element of unreality into the subsequent discussion on the Bill when it came before both Houses of Parliament. The Opposition seems to scorn that suggestion. I tell them why there was never any question of obtaining the Royal assent in advance to a cast-iron legislative scheme to be rammed through Parliament. The King's consent would never be asked and I am perfectly certain would never have been granted to any such proposal. The Bill was always treated by us, and is treated now, as we shall see to-morrow, as a Bill approved in principle by the electorate, and therefore should be carried in principle into law, but as susceptible to any reasonable amendment which is not fatal to its principles. It was only in the possible event of its rejection, which has not occurred, or its mutilation by the other House which has occurred, that that understanding was ever intended to apply. It was my hope and strong belief that the Lords when they got the Bill would show by their treatment that they recognised and were prepared without pressure or suggestion of pressure to give substantial effect to the decisive wishes of the electors. It was only when that hope was frustrated, as it was last month, that the King was asked and consented to exercise his prerogative. That is the whole proceeding, and it calls in my judgment for no words of apology or even defence. We took the only course consistent with considerations of honour and due regard to the dignity of the Crown. For my part, speaking for myself and colleagues, I am perfectly content to abide by the judgment of the Commons and my fellow-countrymen. Now I return to the real question raised by the motion: Is it or is it not constitutional in the existing circumstances for the Executive to advise the Crown to be ready to exercise its prerogative for the purpose of passing the Parliament Bill? That question admits of only one answer. The

than the circumstances of 1832, of which Mr. Balfour seems to have a very nebulous historical view. The Reform Bill was only once before the electorate. We are dealing here with a Bill which has been twice before the electorate, in all its main principles in January and in all its details in December. We are dealing with a Bill the principle of which has been twice confirmed in two successive Houses of Commons. We are dealing with a Bill regarding which we have not asked for the exercise of the Royal prerogative until it had gone through all its stages in the House of Lords. In Lord Grey's case there had been one election, and one election only. He demanded the exercise of the Royal prerogative before the Bill had even been in committee in the other House. Well, I make Mr. Balfour a present of any benefit he can get from the analogy. The truth is, this is a far stronger case in every one of its details; but then you may say, and are entitled to say: The country has approved of the Bill, but have the Lords gone beyond their legitimate sphere in amendment and reconstruction within the limits of the principles which the country has so approved? Well, I have the answer to that question a few moments ago from the other part of the House. Let us see what is the Bill now. Is it the Bill which the country has approved? Does it bear any but the most superficial resemblance to that Bill? I see some learned commentators maintain that there are some fifty-seventy lines of the Bill as it returned from the Lords which are identical with the Bill as it left the Commons. Yes, but it has grafted upon it in Lord Lansdowne's amendment the very alternative which the country repudiated. And here comes in another vital point differentiating this case from the Reform Bill and favouring the constitutional course pursued by the Government in 1832. It was the question of the Bill, and nothing but the Bill. But everybody knows in December, 1910, that was not the question. There was the Bill on the one hand, and Lord Lansdowne's scheme on the other, the referendum and all the rest of it, and I may add, as Mr. Balfour has chosen to introduce the topic of Home Rule, that on the Opposition side there was not a single speech made by a single gentleman whom I see on the front bench during the general election of 1910 in which the country was not warned against Home Rule, and by nobody in clearer terms than Mr. Balfour (Mr. Austin Chamberlain interrupting—I only alluded to it in a single speech). Mr. Asquith continuing said—I apologize, but although he said it in only a single speech he said it so emphatically that that speech was placarded on almost every wall in every constituency. But what is the use of talking of that? Everybody knows that was the bogey set up by gentlemen opposite. They tried to buy votes for the referendum by representing that the effect of the Parliament Bill if carried would be to carry Home Rule, so that we have here again a much stronger case—I am dealing now only with the constitutional question—for the exercise of the royal prerogative than ever existed in 1832, because not only has our Bill been twice before the country but the Lords' alternative scheme has also been before the country and as decisively rejected. Now I ask what under these conditions, according to the law and practice of the British constitution, if the Lords will not give way, what outlet, what way of escape is there open to us? Will any gentleman opposite tell me? I put that question to them now early in the debate—will some of them rise in the course of the evening and, given my assumption that the Parliament Bill has been deliberately approved by the electors and that the alternative scheme of the referendum has been deliberately repudiated and that the Lords have insisted on putting the referendum in place of the Parliament Bill, given this assumption, challenge any gentleman opposite to rise up and tell me what is the constitutional solution of the situation. As for authorities, they are absolutely unanimous. I only mention one of very great eminence, professor Dicey: He says in his classic work on the subject: "The point where the Lords must yield or the Crown must intervene is properly determined by anything which conclusively shows that the Commons represents in the matter in dispute the deliberate decision of the nation." Well, will that be disputed? You may deplore it. You may think the nation was misled, befooled, or defrauded if you like. You may be convinced that argument and experience will in course of time cause the country to change its mind. That I can conceive. But do you dispute the fact? I state in a sentence why the fact is indisputable. Everybody knows at this moment there is no alternative Government possible. By alternative Government, I mean a Government to which the House of Commons would give its confidence. I shall be very much surprised if anybody

TELEGRAMS. TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE POLITICAL SITUATION.

(Continued.)

denies what I going to say that no responsible minister who is called to the councils of his Sovereign would venture this moment to put the country to the gratuitous turmoil and cost of a third general election in two years which no one believes would or could give a substantially different result. It is no good blushing facts. These are the real facts of the situation. We have been face to face with the precise situation contemplated by all our great authorities on the constitution to justify what is admitted to be a wholly exceptional use of the prerogative. If we want a precedent I return to the case of 1832 and again cite the classic passage on the subject in which Earl Grey said in the House of Lords: "I ask what would be the consequence if we are to suppose that such a prerogative did not exist or could not constitutionally be exercised. The Commons have control over the power of the Crown by the privilege in an extreme case of refusing supplies. The Crown has by means of its power to dissolve the House of Commons control upon any violent and rash proceedings on the part of the Commons, and if the majority in the Lords is to have the power of opposing the declared wishes of the people, and the Crown and the people are without any means of modifying that power then this country is placed entirely under the influence of an uncontrollable oligarchy." That is true constitutional doctrine. There is nothing novel in it, and it is being applied to-day simply in a case of extreme and overwhelming necessity. I am accustomed, as Earl Grey in his day was accustomed, to be accused of a breach of the constitution, even treachery to the Crown. I confess, as I said before, I am not in the least sensible to this cheap form of vituperation. It has been my privilege; almost a unique one, to serve and have confidential relations with three successive sovereigns. My conscience tells me that in that capacity many have been my failures and shortcomings, but I have consistently striven to uphold the dignity and just privileges of the Crown. But I hold my office not only by the favour of the Crown but by the confidence of the people, and I should be guilty indeed of treason if in the supreme moment in a great struggle I were to betray their trust. (Ministerial Cheers.)

Mr. Smith's speech was notable for the ironic allusions to Mr. Balfour and Lord Lansdowne. The latter, he declared, had given Mr. Asquith a list of peers as a contribution to the revolution.

Mr. Churchill, in winding up the debate, stated that the Government would not shrink from the creation of 400 or 500 peers and said in conclusion "You censure us because we are going to pass Home Rule in this Parliament. So we are."

THE DIVISION.

The vote of censure was rejected by 365 votes to 246.

PUBLIC INTEREST.

The House of Commons was thronged by holiday crowds throughout the day. Mr. Asquith on leaving received a great ovation and took refuge in a cab and drove to Downing Street.

NEARING THE END.

Eighty Liberal peers have intimated their intention of supporting the Government if a division be taken on the Veto Bill in the House of Lords.

The newspapers anticipate that the House of Commons will to-day discuss the Lords' amendments *seriatim* instead of rejecting them *en bloc*.

THE TYPHOON REFUGE.

The Hon. Mr. H. E. Pollock, K.C., has given notice of his intention to ask the following question at the meeting of the Legislative Council to-morrow:

In view of the statement concerning the progress the work on the Typhoon Refuge, which was laid upon the table at the last meeting of Council, will the Government take steps to ensure that the future monthly expenditure on this work during the remaining 52 months of the contract time and the general progress of the work shall be such as to safeguard the completion of the work within the contract time of five years?

RUSSIA AND THE FAR EAST.

The *Wiener Revue* (Vienna) recently published an interesting article which is said to have been inspired from St. Petersburg, and which speaks of the approaching conclusion of an Austro-Russian Agreement. It is stated that, in spite of the Japanese support, it is impossible for Russia to carry out her programme in the Far East until she has come to an agreement with Austria regarding the Balkans, and that Count von Aehrenthal has the help and confidence of the Russian Government. In St. Petersburg the attitude of the Archduke Francis Ferdinand is highly appreciated, and it is hoped that he will shortly pay a visit, accompanied by the Archduchess, to the Tsar.

(THROUGH REUTER'S AGENCY.)

INDUSTRIAL DISPUTES IN ENGLAND.

RAILWAYMEN ON STRIKE.

LONDON, August 8th.

The men employed on the Lancashire and Yorkshire Railway have gone on strike, demanding a working week of fifty-four hours and an advance of two shillings on their wages.

The movement is rapidly spreading and three railways are now involved.

THE STRIKE IN LONDON.

The seriousness of the situation in London is emphasised by the carmen and other workers now coming out. Although the demands of the 20,000 dockers have been conceded they refuse to work until the demands of all the workers are satisfied. London is thus more seriously hampered than hitherto. The Transport Workers' Federation are threatening to bring out 100,000 unless a speedy settlement is affected.

LATER.

Mr. Asquith, K. C., and the Board of Trade are to confer with employers and men concerned in the London Dock Strike. To-day a meeting of the Strike Committee protested against the action of the War Office in sending Army Service men to the granaries on the rivers to do work which the strikers had refused to do in connection with an army contract, declaring that such interference would lead to breaches of the peace.

ENGLISHMAN ARRESTED FOR ESPIONAGE IN GERMANY.

LONDON, August 7th.

The *Lobnitz* states that a well-connected Englishman has been arrested at Bremen on a charge of espionage on the North Sea coast. If the suspicions of the authorities be correct, he must delight in dangerous escapades. He is a lawyer, 25 years of age, and an officer in the Yeomantry.

THEIR MAJESTIES.

LONDON, August 6th.

The King and Queen have returned to Buckingham Palace.

STEAMER COLLIDES WITH ICEBERG.

LONDON, August 8th.

A New York telegram states that the Anchor Line steamer *Columbia* collided with an iceberg in a fog off Cape Race. Her bows were stove in and tons of ice fell upon her decks. She had a very narrow escape of being sunk, but she managed to reach New York unassisted in four days.

THE POPE.

LONDON, August 8th.

A message from Rome states that His Holiness the Pope has had a slight relapse. He is suffering from cold and gouty pains and the doctors have ordered him to remain to his room.

CONSPIRACY IN INDIA.

LONDON, August 8th.

A Calcutta message states that at the Sessions, the Judge, disagreeing with the finding of the native assessors in the Dacca conspiracy, that the accused were not guilty and that the Government evidence was unreliable, held that conspiracy had been sufficiently proved and sentenced three of the accused to transportation for life and others to various terms of imprisonment. Five were discharged.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 11.30 a.m. yesterday:—Cyclone or Typhoon Pacific Ocean about halfway between the Mariana Islands and the Loochoos, moving W or W.N.W.

FILLIS' CIRCUS.

We draw the attention of our readers to the advertisement in another page regarding the opening of the above well-known Circus in Hongkong. The management after the recent typhoon have wisely taken over the Victoria Skating Rink for one week only so as to be fully prepared for all kinds of weather. The opening will take place on Friday evening next, August 11th. Those who wish to see a first-class array of Continental and European star artists should not miss this opportunity.

COMPANY MEETING.

HONGKONG, CANTON AND MACAO STEAMBOAT CO.

The half-yearly meeting of shareholders in the above Company was held yesterday at noon at the offices in Hotel Mansions. Mr. R. Fuhrmann presided, and there were also present: Hon. Mr. C. H. Ross, Messrs. F. A. Gomes, C. Leemann, H. A. Sieb, F. Lieb, F. H. Armstrong, G. Friedland (directors), Dr. J. W. Noble, Messrs. A. Denison, J. H. Machado, A. H. M. da Silva, Chan Sin Kea, D. Macdonald, A. Bune, von Wiser, and W. E. Clarke (Secretary).

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—The Report and Statement of Accounts having been in your hands for the usual period, we will, with your permission, take them as read. The result of the half-year's working under review will, we hope, be considered very satisfactory by the shareholders, and we trust that the proposed appropriation of funds will meet with your approval. Turning to the balance sheet you will notice a fair improvement in the net earnings of steamers compared with the 1st and 2nd half of 1910. This increase is partly due to economies effected and to the abnormal passenger traffic from Canton during April and May owing to the political disturbances in that city. These events, disagreeable as they were at the time, did not in any way adversely affect the Company's business. Latterly the traffic became quite normal, and we hope, with continued peace and prosperity, for a further increase in our carrying trade. You will remember in the speech of my predecessor in the chair at our general meeting in February, 1910, your attention was drawn to the decrease in our freight and passenger traffic with Macao. Since we last met, the energetic Acting Governor of that Colony has started a practical scheme for dredging the approach to the port, and other improvements. When the scheme is completed the former prosperity of the Colony returns, I have no doubt this Company will share in the general improvement in trade. One other matter I should like to mention, and this is, the possible effect of the opening of the Railway for through traffic between Hongkong and Canton, which will have on our business. Shareholders would probably, like to know the views of your Board on this important matter, and in making this statement I voice the opinion of my colleagues that, without being too optimistic, I think the shareholders of the Company have no need to fear any general adverse effect from these new competitors. Although no negotiations have yet taken place, I have no doubt some amicable arrangement can be made for the working in some departments for the mutual benefit of both parties. As our third class deck fares are so very cheap, coupled with the general facilities for comfort offered, we do not expect any competition in this line of our business. Owing to the fact that we now carry many goods, both imports and exports, at rates of freight varying from 1/3rd of a cent to two cents per ton per mile, we do not think it probable that the Railway could compete with us and yet make a profit. However, you may rest assured that your Board will be very careful of your interests in regard to this particular question. Investments in public Companies, as usual, have been adjusted in accordance with the quotations current on 30th June. The loss in exchange by subsidiary silver during the six months' working amounted to \$28,276.48. I do not think of anything else calling for special mention, but should any shareholder require any further information, I shall have much pleasure in answering any questions.

There being no questions, The CHAIRMAN proposed the adoption of the report and statement of accounts as presented. This was seconded by Mr. BUNE, and carried unanimously. Mr. MACDONALD proposed, and Mr. DENISON seconded, the re-election of Messrs. F. A. Gomes and R. Fuhrmann as directors. Carried unanimously. On the motion of Mr. BUNE, seconded by Mr. MACHADO, Messrs. A. O'D. Gordin and W. H. Potts were elected auditors for the ensuing half-year.

The CHAIRMAN—That concludes the business of the meeting gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

THE PARSEE COMMUNITY.

An extraordinary general meeting of the Parsee Community was held at the Parsee Club, Elgin Street, on Monday the 7th inst. at 5.30 p.m., when almost all the members of the Community were present, to express their profound sorrow and regret at the death of their highly respected president and leader, Sir Hormusjee Mody, and to elect in his place a Trustee of the Zoroastrian Charity Funds. The Chairman, Mr. M. P. Talati, Senior Trustee, in a touching speech, referred to the irreparable loss caused to the Community by the death of Sir Hormusjee, recounting his various charities, the most magnificent of which being the endowment of the Hongkong University Buildings which will always remain a monument of his generosity. A resolution was then adopted amidst silence to record in the books of the Zoroastrian Charity Funds the Community's high appreciation of Sir Hormusjee's devotion to their interest and of his indefatigable services as President extending over the long period of 25 years and their deep sorrow and regret at his death; and to forward to Lady Mody a copy of the place in the Club an oil painting of Sir Hormusjee Mody and also of the late lamented Trustee and Secretary, Mr. B. L. Bhatliwara, in memory of their long and indefatigable services to the community. Mr. A. B. Avasia was elected a Trustee in place of Sir Hormusjee and the proceedings terminated with the customary vote of thanks to the Chairman and the Trustees.

SUPREME COURT.

Thursday, August 8th.

IN ORIGINAL JURISDICTION.

[BEFORE THE FULL COURT.]

INTERESTING CLAIM UNDER LIQUORS ORDINANCE.

An interesting action arising out of a resolution made under the Liquors Ordinance was opened before their Honours Sir Francis Piggott (Chief Justice) and Mr. Justice Gompertz (Puisne Judge), the parties being H. Price & Co., plaintiffs, and the Attorney-General, defendant.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master (of Messrs. Johnson, Stokes & Master), appeared for the plaintiffs, and the Attorney-General (Hon. M. C. G. Alabaster) appeared in person being instructed by Mr. F. B. L. Bowley, Crown Solicitor.

It was set out in the statement of claim that under the provisions of sub-section 1 of section 3 of the Liquors Ordinance of 1909 certain duties which were set out in that sub-section were made payable on certain kinds of intoxicating liquors therein specified, which after the passing of the Ordinance, on the 17th September, 1909, should be imported into, distilled, made or prepared in the Colony of Hongkong. It was also stated by the said sub-section that it should be lawful for the Legislative Council at any time by resolution to alter or amend any of such duties, and by resolution of the Legislative Council passed on March 16th, 1911, the duties referred to were altered and increased. Subsequently to the 17th September, 1909, and prior to March 16th, 1911, the plaintiffs imported large quantities of intoxicating liquors, and placed them in a King's or licensed warehouse in accordance with the Ordinance. On various occasions since the passing of the resolution by the Legislative Council, the plaintiffs had taken delivery from the King's or licensed warehouse of certain of such intoxicating liquors which were imported by them into the Colony prior to March 16th, 1911. Before allowing the plaintiffs to take delivery the Superintendent of Imports and Exports wrongfully demanded from the plaintiffs and insisted on payment by them of duty on such intoxicating liquors in accordance with the scale set out in the resolution. Plaintiffs, however, claimed and still claim that the duty properly payable by them on liquors imported before March 16th, 1911, should be in accordance with the scale set out in sub-section 1 of section 3 of the Liquors Ordinance of 1909. In order to obtain possession of such intoxicating liquors the plaintiffs were compelled to pay, and they paid under protest, duty on such liquors in accordance with the scale set out in the resolution. The duty so paid by the plaintiffs exceeded the duty payable in respect of the liquors under the scale set out in sub-section 1 of section 3 by the sum of \$1,550.38. Plaintiffs claimed repayment of such amount and costs.

The statement of defence set forth that the requirements of paragraph 136 of the Code of Civil Procedure had not been complied with by the plaintiffs. It was provided by the Liquors Ordinance that the duty upon intoxicating liquors imported by sea after September 17th, 1909, and in the case of liquors forthwith removed into a King's or licensed warehouse, payable before the removal of them from such warehouse unless such removal should be for export, or into another King's or licensed warehouse. Defendant did not admit that plaintiffs had taken delivery of the liquor referred to from a King's warehouse. The liquor was removed by the plaintiffs from their own licensed warehouse under several permits issued by the Superintendent of Imports and Exports upon the receipt of requisitions signed by the plaintiffs requesting the Superintendent to issue such permits on payment of duty. All the liquor in question was imported by sea after September 17th, 1909, and no duty whatever had been paid thereon prior to the demand of the Superintendent of Imports and Exports alleged in the statement of claim. The demand necessarily admitted that the amount of duty which the plaintiffs were properly liable to pay after the date of the resolution exceeded by the sum of \$1,678.43 the amount of duty which the plaintiffs would properly have been liable to pay if they had removed the liquor from their licensed warehouse prior to the date of the resolution.

Mr. Pollock informed the Court that the plaintiffs were wine and spirit merchants, and had been in the habit for some time past, of importing liquors into the Colony by sea for the purposes of their business. The liquor in question in this action were imported by them under the provisions of the Liquors Ordinance, 27 of 1909. After these liquors were imported, and before Messrs. Price & Co. had removed them from their licensed warehouse, the Legislative Council of the Colony passed a resolution.

The Chief Justice—Is that a bonded warehouse?

Mr. Pollock—Yes. There are two classes of warehouse; one is called a King's warehouse and the other a licensed warehouse. Both are bonded warehouses, and in both the liquors are held in bond. After these liquors had been imported into the Colony, and before their removal from the licensed warehouse of the plaintiffs, the Legislative Council passed a resolution which their Lordships would find in the Government Gazette of March 17th this year.

The Chief Justice—The duties had not then been paid?

The Puisne Judge—They were not paid, I suppose, until removal?

Mr. Pollock—No. The liquors had been imported, but the duties were not paid. Your Lordships will see that the scale refers to liquors distilled, made or prepared in the Colony, but in order to clear away the ground I may say that there is no question of such liquors in this case. The only question your Lordships will have to consider in this action is with regard to duty on liquors imported by sea into the Colony.

The Puisne Judge—I suppose it all turns on the word "import?"

Mr. Pollock—A great deal turns on that, and the action turns on the power and competence of the Legislative Council to pass the resolution they did.

The Puisne Judge—You don't say they were *ultra vires* with regard to liquors not in the Colony?

Mr. Pollock—Our contention is that this resolution applies to liquors imported into the Colony after the date on which the resolution was passed, and that it cannot apply to liquors previously imported.

The Puisne Judge—And still in bond?

Mr. Pollock—Yes. Proceeding, Counsel stated that assuming the plaintiffs were entitled to recover in this action, the amount at issue had now been agreed upon between the parties.

Plaintiffs admitted that the figures in the statement of defence were correct. It had also been conceded that the amount in dispute had been paid under protest.

The Puisne Judge—Nothing turns on the payment?

Mr. Pollock said the money was not paid voluntarily. It was paid under protest. The case really came to this: their Lordships had to consider the true construction of Ordinance 27 of 1909, and the effect of the resolution of the Legislative Council, if any, as regards liquors which were imported into the Colony prior to the date of the passing of the resolution.

The Puisne Judge—Liquors which were in the Colony?

Mr. Pollock—Yes.

The Chief Justice—Your ground is fairly clear on the reading of the Ordinance. Section 3 says, "There shall be paid on intoxicating liquors hereafter imported." Then power is given to alter duties. The Legislative Council can alter duties, but they cannot alter the language of the section.

The Puisne Judge—The Ordinance is not retrospective.

Mr. Pollock—There are no words of retrospective import. Assuming that your Lordships consider might by a possibility be construed retrospectively, I submit that it would not be in their competence to do so, because the Legislative Council has no more power than is conferred upon them by the Ordinance. We do not for a moment dispute that this resolution was published in the *Gazette*, but say that it has no effect on future imports only.

The Chief Justice—We must ask the Attorney-General to address us on the point.

The Attorney-General said their Lordships must understand at first that there were no liquor duties imposed in this Colony before the date of this Ordinance. When the Ordinance was passed it was the clear intention of the legislators that any liquors imported into the Colony before the date of this Ordinance should go free, and that any liquor imported into the Colony after the date of this Ordinance should pay the rate of duty ruling on the day of payment.

The Puisne Judge—Not the day of importation?

The Attorney-General—No, the day of payment. Proceeding, Mr. Alabaster stated that duty was defined in the following words: Duty shall mean the duty from time to time payable by law upon any intoxicating liquor. The duty which was demanded was the duty in force at the time when it was payable. Entirely for the convenience of the trade, they were allowed to put certain of their liquors into bond—either into a general King's warehouse, or into a specially licensed warehouse which they themselves had hired. By adopting this course the trade got certain privileges, while at the same time they ran certain risks. In the first place, instead of paying duty on import, they put the liquor into bond, and the privilege they gain is that if they choose to export that liquor they need pay no duty at all. Another privilege was that they did not lose interest on duty, as they could take out small stocks as required. The disadvantage of the course was the risk they ran that the duty would be increased by the legislature while the stock was in bond. The Ordinance was passed on September 17th, 1909. Section 3 said, "There shall be paid on intoxicating liquors hereafter to be imported, the following duties." Sub-section 2 of that section provided that when these duties should be paid, and 2b was one with which this case was concerned. Sub-section 3 (1) said, "It shall be lawful for the Legislative Council at any time by resolution to alter or amend any of the foregoing duties." That was to say, that it should be lawful for the Legislative Council by resolution to alter or amend the duties payable on all liquors imported into the Colony after September 17th, 1909. It was common knowledge that when increased duties were imposed, and when long notice of the intention to impose them was given, the object of the Legislature was apt to be defeated because the trade rushed its liquor in under the old rate. So, instead of providing that the duty should be increased by subsequent legislation, which involved various seating and publication in the *Gazette*, or the more cumbersome and less desirable method of suspending the standing orders and moving the Bill through at once, it was laid down clearly that the Legislative Council might change the duty on any liquor by resolution which took only a few minutes to bring into force.

Mr. Pollock—I must object to my friend referring to anything which took place in the Legislative Council. I have the most binding authority that that cannot be considered by the Court.

The Attorney-General said it would be impossible to frame estimates if people were allowed to pay different rates on liquor. When a man applied for a permit to remove liquor from bond, the excise officer was compelled under the Ordinance to refuse it unless the proper duty was paid.

The Chief Justice referred to the question as to whether goods could be said to be imported until they left the bonded warehouse.

The Attorney-General—There is a definition of import. Proceeding, Counsel stated that the construction which the Crown placed on the resolution was, in the first place, a construction which was strictly within the language of the Ordinance. The construction which the plaintiffs sought to put upon it was not one which was strictly in accordance with the law in force in England at the present time. The construction which the Crown sought to put upon this resolution was not unfair one to the trade. The trade had been guarded and protected in every possible way, and had no cause for complaint.

The Puisne Judge—Instead of putting the burden on trade you put it on the unfortunate consumer.

The Attorney-General—Yes, but the unfortunate consumer has not come here to complain. The trader is protected in every possible way by this legislation.

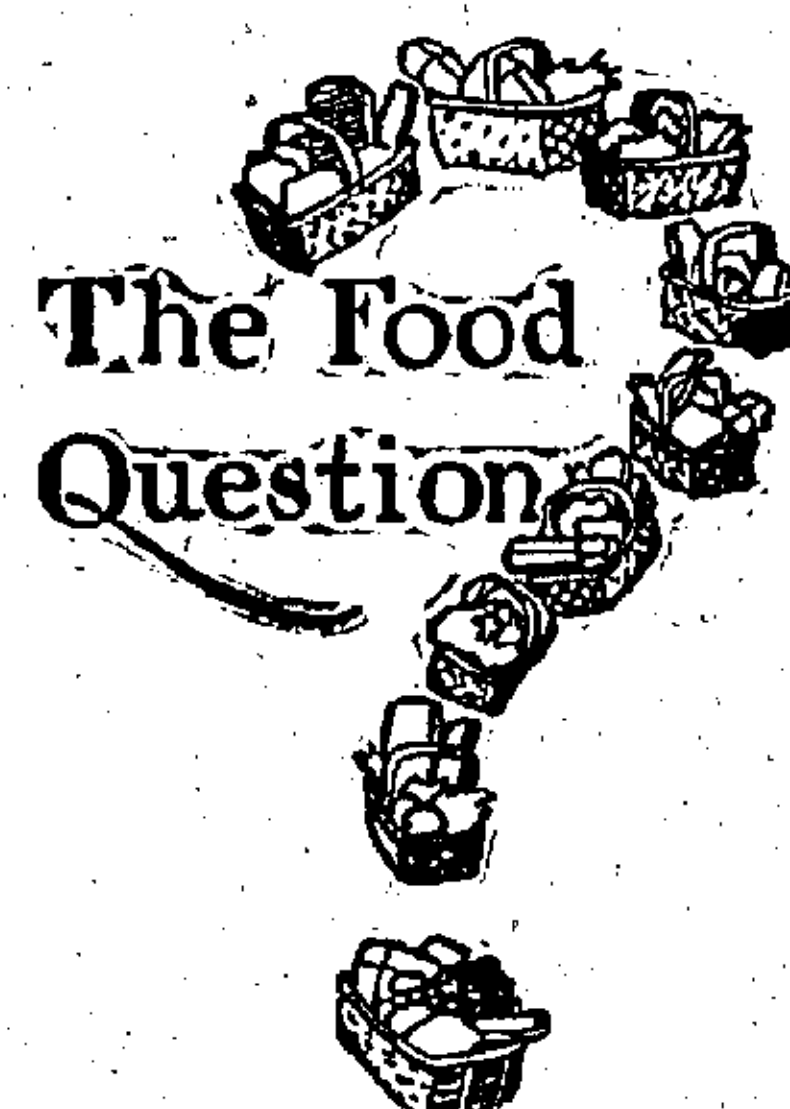
Mr. Pollock submitted that the Liquors Ordinance in substance only contemplated two things in connection with liquors—import and export. Directly liquors arrived within the harbour limits they were imported by sea, and exported meant taking them away by sea. The scheme of the Ordinance was consistent right through. Whether goods were coming in or going out by steamer or junk, the idea was the same. The learned Attorney-General attempted to make out that there was no hardship on the trade if his construction were adopted.

The Chief Justice—I'm afraid we shall not go into the question of hardship to the trade one way or the other.

Mr. Pollock said he referred to it in case their Lordships should think it was a ground for deciding. He submitted there was a real hardship. Why should Price & Co. whose liquors were imported into the Colony by the same ship as other importers, be in a different position to those other importers simply because their liquors were passed into a licensed warehouse? Why should they have to pay a higher duty than other people who got their liquors into the Colony by the same ship on the same date? Surely that was a hardship *per se*. Again, if

Price & Co. had to pay a higher scale of duties they would have to charge an additional price to their customers. In other words, it would amount to a precedent in favour of other dealers because it suited them to clear certain liquors prior to the resolution of the Legislative Council. The plaintiffs had also a grievance from this point of view: they brought these liquors into the Colony in a state of law which would entitle them to clear them at a certain scale. Surely it was very unfair to them that they should suddenly find the scale of liquors, upon the faith of which they had imported, vanished, and a much higher scale replace the old one? If the legislature had by clear words given notice and warning, it would have been of no avail for Price & Co. to say, "This is very hard luck." But could it be suggested for one moment that it could be found anywhere clearly laid down in the Ordinance that Price & Co. would have to pay a heavier scale of duties than that which stood when the liquor was imported into the Colony? As far back as 1876 the legislature made express provision to cover the case of goods being entered for home consumption, and it might have been wise and prudent for the local legislature to have introduced a similar provision into this Ordinance. But Counsel submitted that their Lordships could not read into the Ordinance a provision which was not there. He submitted the general principle applied in this case that where a thing was omitted it must be presumed to have been for some design. In the absence of such a provision in this Ordinance the words must be construed in the ordinary way, that was to say, that the intoxicating liquor must be taken to have been imported into the Colony when it arrived within the harbour limits, and that then there is a certain scale of duties attached to it. The Court reserved its decision.

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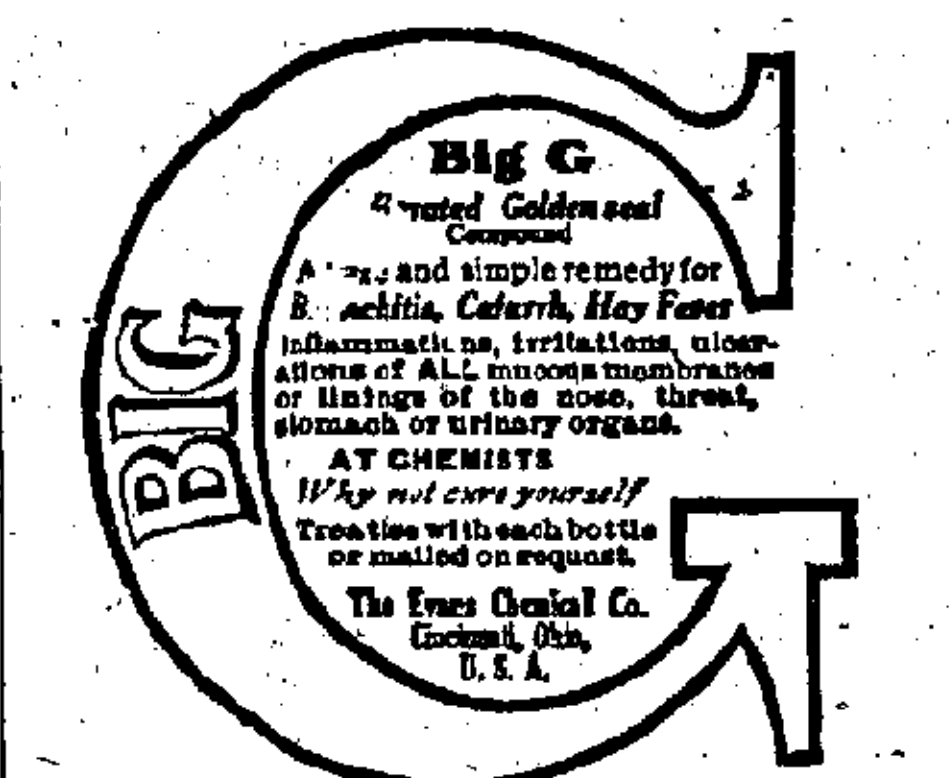
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THE ACCIDENT TO THE "EMPEROR OF CHINA."

INTERVIEW WITH C.P.R. MANAGER FOR JAPAN AND CHINA.

The Japan Gazette of Saturday, July 29th which reached us by yesterday's mail, contains the following:—

The latest news to hand of the condition of the C.P.R. steamer *Empress of China*, now on her way to the West Coast, near Shirahama, is that there is some hope of the vessel being floated. Mr. T. W. Payne, the Manager of the C.P.R. Co. for Japan and China, who was a passenger on the vessel, and who since the accident has remained at the scene, arrived in Yokohama this afternoon, together with Captain Tippet, Lloyd's Surveyor, who proceeded to Shirahama on Thursday afternoon to investigate the damage and report thereon.

Mr. Payne has had a rather strenuous time at Shirahama during the last two days superintending the arrangements made for the temporary accommodation of the passengers and the collecting of their baggage for dispatch to Yokohama, arrived here shortly after noon, and, though busily engaged with matters concerning the accident, very kindly consented to give a representative of the Gazette an interview detailing the circumstances of the accident, the transshipment of passengers, and the prospects of refloating the vessel. Mr. Payne's statement confirms in almost every detail the account given in our issue last evening, as gathered from interviews with passengers, with the additional information that should the weather continue fine there is still hope of getting the vessel off.

The *Empress of China* left Vancouver on the 14th instant, and on the whole had a remarkably easy voyage across the sea, being smooth during the first ten days. A few fog banks were encountered during a couple of days, but these lasted only about an hour or two at a time. On Sunday last, the 23rd instant, the *Empress* first encountered the typhoon, and on Monday the weather was rough, the waves running very high. On Wednesday at noon Kinkasan, on the northern island, was sighted, and the ship's observations were taken, her position being then well known. In the afternoon observations were again taken. Later on, approaching the coast, the weather became cloudy and foggy, and the Captain decided to slow down. Although the steamer could easily have reached Yokohama late on Wednesday night, it was decided not to get into port until Thursday morning, at the hour notified in earlier messages to the Company's office.

At six o'clock on Thursday morning the steamer was going very slowly, when she suddenly stopped, the impact being very gentle. A heavy sea was running at the time, and a dense fog obscured everything from view. When the vessel struck there was no excitement on board. The passengers were informed that there was no need to fear danger, and everything went as smoothly as clockwork. Half-an-hour later the fog suddenly lifted, and it was discovered that the vessel was resting on a ledge a little to the north of the Main Light, with her bow pointing towards the land, and perfectly upright as if anchored close in to the shore. Breakfast was at once served, and then the cabin passengers began to get together their baggage. As soon as the fog had lifted the ship was immediately surrounded by Japanese boats which had put off from Shirahama, and in these the passengers, both cabin and steerage, were rowed ashore, all being landed by eight o'clock.

Meanwhile, a wireless message had been dispatched to the Choshu Wireless Station, reporting the condition of the vessel and asking for help, but as the apparatus on board gave out very early in the morning, those on board could not ascertain whether or not the message had been picked up. The *Empress* was the first to land, being taken ashore by telegraph boats from Yokohama and Tokyo reporting the position of the vessel, but it was later ascertained that telegraphic communication was interrupted, the lines being dislocated by the recent storm. Consequently for several hours after the accident the officers were unable to communicate with Yokohama, and it was not until the arrival at eleven o'clock of the Japanese cruiser *Soyuz* and *Asa*, which had picked up the wireless message, that the Captain knew that appeal for help had been received.

In the interval the passengers were being accommodated at the Honanji Temple, situated about a mile from the shore. Mr. Payne himself superintending the whole of the arrangements. At about eleven o'clock Mr. Payne returned to the *Empress*, and half an hour later a boat's crew from one of the Japanese warships was alongside, the officer presenting the card of Rear-Admiral S. Kato, commanding the Training Squadron. It was fortunate, says Mr. Payne, that these vessels were at the time anchored in Tateyama Bay, and picked up the messages requesting assistance, and the promptitude with which they responded to the call was warmly appreciated by the Company's officials, the ship's officers, and the whole of the passengers. The officers of the warships volunteered all assistance, saying they could take all the passengers and mails on board and convey them at once to Yokohama. By three o'clock in the afternoon all the cabin passengers had been conveyed to the *Soyuz*, and the steerage passengers followed later, all being on board by seven o'clock, and, as previously stated, all were landed in Yokohama early on Friday morning. During Thursday all the luggage of the passengers was taken from the *Empress* and safely landed, and will be brought to Yokohama by the Uraga Dock Company's tug, which left for Shirahama at six o'clock this morning.

Captain Archibald and the officers are still standing by the *Empress*, while the crew and foremen, to the number of 225, are at present at Shirahama, awaiting the completion of arrangements for bringing them to Yokohama. As to the position of the vessel, nothing can be stated definitely at present. Captain Tippet, Lloyd's Surveyor, who returned this afternoon, has made a thorough inspection of the ship, and is preparing his report. Until that is complete nothing will be definitely decided. When Mr. Payne left Shirahama the vessel was perfectly upright, and if the weather continues fine there is a good chance of her being refloated. The position is by no means hopeless, and negotiations are now in progress with a view to making attempts to get her off. Water has penetrated some of the holds, and some of the cargo—which consists of a quantity of flour and general merchandise—is more or less damaged.

Mr. Payne was warmly appreciative of the kindness and attention shown by the Japanese naval officers, the villagers at Shirahama, including the headman, Mr. Jibiki, and the head priest at the Honanji Temple, all of whom were assisting in their efforts to render assistance to the officers of the vessel and to make the stay of the passengers as pleasant as possible under the circumstances. The Company's Superintendent Engineer, Mr. Richardson, who happened to arrive at Yokohama on the 31st ult. from Hongkong on the *Empress of Japan* for his annual consultation with Mr. Payne, left the same day for Shirahama by special launch, and will render

the Captain and officers all possible assistance in the work of saving the cargo, and, if possible, the refloating of the vessel.

The cabin passengers, who on arrival at Yokohama were housed in the local hotels, were provided with passages to their destination. With one or two trifling exceptions, the baggage of the cabin passengers was all delivered in good order. The Chinese passengers, who since their arrival had been quartered at various inns, were to leave for Hongkong by the N.Y.K. steamer *Iyo-maru*.

THE CURRENTS AT THE SCENE OF THE ACCIDENT.

The Japan Gazette says it is stated that on the same day that the *Empress of China* ran ashore the E. & O. S. N. steamer *Oriental* and the M. S. steamer *Manzan*, which had left Kobe together for Yokohama, in the neighbourhood of the scene of the accident found themselves no less than 27 miles out of their course. The fact shows the tremendous inset of the currents at the point named on this particular day.

Captain R. Swain, in command of the N.Y.K. Yokohama-Shanghai liner *Asaga-maru*, who is one of the best-known and most experienced navigators on the coast, mentions that in severe typhoon weather or seismic disturbances, it is quite a usual thing to find the currents very much changed in the neighbourhood of Shirahama, and a set of from twenty-five to thirty miles is by no means unusual.

COMPANY REPORT.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The thirty-second report of the court of directors reads as follows:—
 Gentlemen,—The Directors have now to submit to you a General Statement of the affairs of the Bank and Balance Sheet for the half-year ending 30th June, 1911.

The net profits for that period, including \$2,039,151.91, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$5,232,844.16.

The Directors recommend the transfer of \$50,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund will then stand at \$16,750,000.

After making this transfer and deducting Remuneration to Directors there remains for appropriation \$4,717,844.16, out of which the Directors recommend the payment of a Dividend of Two Pounds Sterling per Share, viz. \$24,000, which at 1/9, the rate of the day, will absorb \$2,679,069.77.

The balance, \$2,038,774.39, to be carried to New Profit and Account.

DIRECTORS.
 Mr. S. A. Levy and Mr. W. Logan having resigned their seats, Mr. C. S. Gubbay and Mr. E. Shellim have been invited to fill the vacancies.

Mr. Henry Keswick, the Chairman, who has been absent on leave, has resigned his seat as he is not returning to the Colony. The Hon. Mr. C. H. Ross has been invited to join the Board.

The above appointments require confirmation at this meeting.

Mr. G. H. Medhurst has been elected Chairman for the remainder of the year, and Mr. E. Shellim, Deputy Chairman.

The accounts have been audited by Mr. W. Hutton Potts and Mr. C. Gordon Mackie, the latter adding for Mr. J. W. C. Bonnar, who is absent from the Colony.

G. H. MEDHURST, Chairman.

Hongkong, 8th August, 1911.

JAPAN'S TRADE WITH CANADA.

Another document of some importance as bearing on the relations between Japan and Great Britain and her Colonies was issued by the Foreign Office last week. This is an exchange of notes between the United Kingdom and Japan, prolonging for a period of two years Article 5 of the Anglo-Japanese Commercial Treaty of July 16, 1894, as regards the Dominion of Canada.

On July 7, Sir Edward Grey wrote to the Japanese Ambassador:—
 Your Excellency—I have the honour to inform you that His Majesty's Government agree to the continuance in respect of the Dominion of Canada for a period of two years from July 17 next—the date of the expiry of the Convention between the United Kingdom and Japan, of January 31, 1906, respecting commercial relations between Canada and Japan—of the most-favoured-nation treatment as regards Customs duties and other matters expressed in Article 5 of the Anglo-Japanese Commercial Treaty of July 16, 1894, on the understanding that the Imperial Japanese Government are equally prepared to agree to such continuation.

I have the honour to inquire whether the Imperial Japanese Government are prepared on their side to give an assurance that the reciprocal concession in the said article will be likewise granted to Canada.

Should you agree to the proposed arrangement, the present note and your reply will be regarded by His Majesty's Government as placing upon record the understanding arrived at between our respective Governments in this matter.—I have, &c.,

E. GREY.

Replying on the same day, the Japanese Ambassador says:—
 Sir—I have the honour to acknowledge the receipt of your note of to-day's date, informing me that His Majesty's Government are prepared to continue the concession in respect of the Dominion of Canada, for a period of two years from July 17 next—the date of the expiry of the Convention between Japan and the United Kingdom of Jan. 31, 1906, respecting commercial relations between Japan and Canada—of the most-favoured-nation treatment as regards Customs duties and other matters expressed in Article 5 of the Commercial Treaty of July 16, 1894, between Japan and Great Britain, on the understanding that the Imperial Japanese Government are equally prepared to agree to such continuation.

I have the honour to state that the Imperial Japanese Government are prepared on their side to give an assurance that the reciprocal concession in the said article will be likewise granted to Canada, and the present exchange of notes between us on record the understanding arrived at between our respective Governments.—I have, &c.,

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[134-1]

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SHIPPING

ARRIVALS.

HALVARD, Norwegian str. 1,066, Andersen, 7th Aug.—Hobhow 5th August, General—Chinese.

IMOUIN, Danish str. 5,553, C. Jensen, 8th Aug.—Hankow 1st August, General—Ordor.

KIANG PING, Chinese str. 1,222, H. Uden, 7th August—Chinkiang 1st Aug., General—Chinese.

KUMICHOW, British str. 1,215, Forsyth, 7th August—Tientsin 30th July and Swatow 6th August, General—Butterfield & Swire.

KWANG PING, British str. 1,459, G. v. Nagott, 7th August—Chinkiang 1st Aug., Coal—C. E. & M. Co.

LAUREN, British str. 1,340, Page, 7th Aug.—Saigon 2nd August, Rice and General—We Fat Sing.

LAIBANG, British str. 2,224, E. J. Tada, 8th August—Calcutta 26th July, General—Jardine, Matheson & Co.

LOCKSMITH, German str. 1,020, W. Taubert, 7th Aug.—Bangkok and Hoibow 5th August, General—Butterfield & Swire.

LOONG SANG, British str. 1,092, G. W. G. Leask, 28th August—Manila 5th August, General—Jardine, Matheson & Co.

MANDARIN MARU, Japanese str. 4,551, T. Ota, 8th August—Milke 2nd August, Coal—Mitsui Bussan Kaisha.

MICHAEL JENSEN, German str. 951, J. Petersen, 7th August—Hobhow 5th Aug., General—Jardine & Co.

NIPPON MARU, Japanese str. 3,452, W. E. Pinner, 8th August—San Francisco 12th July, Flour, Canned Goods and General—Toyo Kisen Kaisha.

ORIENTAL, British str. 3,139, Findlay, 8th Aug.—Manila 4th Aug., General—Bank Line, Ltd.

PRINZ LUDWIG, German str. 5,698, F. v. Binner, 8th August—Bremen 20th June, Mails and General—Holland & Co.

SIAM, British str. 992, Robt. A. Denner, 8th August—Shanghai 4th August—Asiatic Petroleum & Co.

SINGAN, British str. 1,047, F. Jamieson, 7th Aug.—Haiphong 5th and Hoibow 6th Aug., Rice and General—Butterfield & Swire.

TAMARAC, British str. 3,319, H. Macdonald, 8th August—San Francisco, Kerosene Oil—Standard Oil Co.

ZAFIRO, American str. 1,408, M. C. Smith, 8th August—Manila 5th August, General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE

8th August.

Doris Dollar, British str., for Yokohama.

Carl Dietrichsen, German str., for Hoibow.

Childar, Norwegian str., for Bangkok.

Chikang, British str., for Shanghai.

Hongkong, French str., for Haiphong.

Indian, Danish str., for Singapore.

Kankon Maru, Japanese str., for Manila.

Katung, British str., for Singapore.

Liberia, German str., for Shanghai.

Luchow, German str., for Europe, &c.

Machen, German str., for Hoibow.

Michael Jensen, German str., for Hoibow.

Prinz Ludwig, German str., for Shanghai.

Saihai Maru, Japanese str., for Ocean Island.

Sungking, British str., for Hoibow.

Tacoma Maru, Japanese str., for Keelung.

Taming, British str., for Manila.

Triumph, German str., for Haiphong.

Wahong Maru, Japanese str., for Singapore.

Yeddo, Swedish str., for Shanghai.

DEPARTURES.

7th August.

CHENAN, British str., for Shanghai.

FEL, Norwegian str., for Canton.

HAICHING, British str., for Swatow.

LIGHTNING, British str., for Calcutta.

SOSHI MARU, Japanese str., for Canton.

THIBODIS, Dutch str., for Sourabaya.

WHAY CASTLE, British str., for Shanghai.

9th August.

CHIPSING, British str., for Tientsin.

CHIVEN, Chinese str., for Shanghai.

CHONGSANG, British str., for Swatow.

GLYNALLOCH, British str., for Amoy.

HAITAN, British str., for Swatow.

KIANG PING, Chinese str., for Canton.

LIANAN, British str., for Canton.

PHONETHEUS, British str., for Singapore.

STRATHGIRN, British str., for Haiphong.

TAISHUN, Chinese str., for Canton.

PASSENGERS.

Per Laisang, from Calcutta, Mr. A. E. Hine.

Per Nippon Maru, from San Francisco, Mr. J. E. Altier, Mr. Martin Egan, Mr. M. Fainly, Miss Fainly, Mrs. R. R. Hancock, Mr. Peter Hup, Mr. C. L. Keaton, Mr. K. Sasaki, Capt. H. Spear, Mr. T. Tanabe, Mr. and Mrs. J. Bryan, Mr. W. M. Hatch, Mr. and Mrs. H. D. Hesse, Mr. H. Krauss, Mr. G. H. Marsh, Mr. and Mrs. J. M. McMaster, Mr. A. Schell, Lt. Comdr. and Mrs. F. B. Upham.

Per Prinz Ludwig, for Hongkong, from Bremen, Mr. Hugo Jahr, from Southampton, Mr. Robert Hudson, Mr. and Mrs. Wm. Bussel, from Genoa, Mr. and Mrs. Alfred Scott, Mr. Ludwig Dreyfuss, Mr. T. D. Jenkins, Mr. Paul Böhme, Dr. Max. Lehmer, Mr. W. B. Rigg, Mr. Karl Prescher, Rev. and Mrs. J. A. Stanton, Messrs Ernst Hansmann, Gaston de Martin, Richard, Mow, Gotthold Timm, and Mrs. Herta Geisler, from Naples, Mrs. Blanche Massi, from Port Said, Mrs. Rhoda Gaches, from Colombo, Mr. and Mrs. Freudenfeld, from Bombay, from Singapore, Messrs B. G. Nielsen, Deschler, A. Kohnmann, L. H. Dewey, Dr. and Mrs. J. C. Overcode, Mr. Harston, Mr. Josef Nansen, Mr. A. S. Wood and Mr. Ellis.

DEPARTED.

Per Haiching, for Swatow, Mrs. Crawford, Miss Ramsey and Miss Mann; for Amoy, Mr. B. Chentienlay, Mrs. Main and 2 daughters; for Peochow, Mr. W. Thom.

STEAMERS PASSED THE CANAL.

July 11th—Himalaya, Eyon, Moyuns, Oopack, Aloia, Vorwaeris. 14th—Braemar, Kinkuck, Myrindon, Peshawar, Sardinia. 18th—Henglo, Nile, Prinz Ludwig, Welsh Prince. 21st—Idonensis, Kamo Maru, Polyasien. 25th—Glensk, Laertes. 28th—Scandia, Sunda, Indra, Rheinfels. August 1st—Andriehus, Benvenue, Breston, Cayton, Daare Castle, Nelaus. 4th—Agamennon, Aki Maru, Antenor, Austria, Caedonien, Dumbane, St. Patrick, Stithonia, York.

ARRIVALS AT HOME.

Aug. 4th—Ernest Simons, Macdon, Afghan Prince.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores:—KOWLOON BOOK STALL, Ferry Wharf Messrs. H. RUTTOJEE & SONS, Kowloon Store, No. 36, Haiphong Road. Messrs. HUNG CHEONG, Haiphong Road Mr. A. H. YAU, Hongkong Stall, Ferry Wharf

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearast Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS

1. From Green Island to two Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c. VIA USUAL PORTS OF CALL.	DEUTANIA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NOBE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 23rd inst.
ROTTERDAM & HAMBURG VIA SINGAPORE, &c.	REGOVIA	Ger. str.	k. w.	Deinart	HAMBURG-AMERICA LINE.	On 12th inst.
ROTTERDAM & HAMBURG VIA SINGAPORE, &c.	BRIGAVIA	Ger. str.	k. w.	Girstenbrun	HAMBURG-AMERICA LINE.	On 24th inst.
HAYRE & HAMBURG VIA SINGAPORE, &c.	SAXONIA	Ger. str.	k. w.	Rouse	HAMBURG-AMERICA LINE.	On 14th inst.
HAYRE & HAMBURG VIA SINGAPORE, &c.	SIBERIA	Ger. str.	k. w.	Feldmann	HAMBURG-AMERICA LINE.	On 22nd inst.
HAYRE, BEEMEN & HAMBURG, &c.	AMERICA	Ger. str.	k. w.	R. Takoda	HAMBURG-AMERICA LINE.	On 1st Sept.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEN OF CHROMIE	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	ALBIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE.	On 28th inst., p.m.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	Tarabochia	SANDER, WIEBER & Co.	On 15th Sept.
NAPLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON	LUETZOW	Ger. str.	—	J. Bartfeldt	MELCHERS & Co.	To-morrow, at 10 A.M.
NEW YORK	SIXH	Brit. str.	—	—	DODWELL & Co., Ltd.	About 16th inst.
NEW YORK, VIA SUEZ CANAL.	INDRABO	Brit. str.	—	W. H. Lea	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	ORRERIO	Brit. str.	—	Jas. Findlay	THE BANK LINE, LIMITED	On 11th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA.	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 12th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 12th inst., at 6 p.m.
VICTORIA, B.C. & ACOMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 12th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	INABA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 13th inst., at 4 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN	PANAMA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 22nd inst., at 4 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN	NIPPON MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 11th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 18th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Brit. str.	1 m.	H. S. Smith	PACIFIC MAIL S.S. Co.	On 1st Sept., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Brit. str.	—	F. Iscoe	MELCHERS & Co.	On 12th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. S. Kikine	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. S. Kikine	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KIKO MARU	Jap. str.	—	Sommer	NIPPON YUSEN KAISHA	On 30th inst., at 11 A.M.
JAPAN, PERUVIAN & CHILEAN & JAPAN	NIPPO	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
DELAGO BAY, DURBAN, EAST LONDON, &c.	KUICHO	Jap. str.	—	H. Koops	JAYA-CHINA-JAPAN LINE	Quick despatch.
WEIHAIWEI & TIENTSIN	KUICHO	Jap. str.	—	S. Togo	TOYO KISEN KAISHA	On 22nd inst., at Noon
TIENTSIN	KUICHO	Jap. str.	—	—	GILMAN & Co.	About 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KEICHO	Brit. str.	1 m.	Forsyth	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	V. von Binner	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	ALBIA	Ger. str.	k. w.	Habel	MELCHERS & Co.	To-day, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	LIANAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	About 10th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 12th inst., at 11 A.M.
SHANGHAI	CHINHUA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
SHANGHAI	HONGKONG	Brit. str.	—	S. Wildpenner	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
SHANGHAI YOKOHAMA KOBE	VOYAGER	Aus. str.	—	R. Danneker	SANDER, WIEBER & Co.	On 16th inst., at Noon.
SHANGHAI MOJI & KOBE	ABADIA	Jap. str.	—	J. Coranaka	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
SHANGHAI	ABADIA	Jap. str.	—	S. Barcham	P. & O. S. N. Co.	About 17th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	SUNDA	Brit. str.	—	H. E. Evans, R.N.R.	P. & O. S. N. Co.	About 24th inst.
SHANGHAI	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 31st inst.
SHANGHAI	TILAPAP	Dut. str.	—	Booy	JAYA-CHINA-JAPAN LINE	Quick despatch.
ANPING VIA SWATOW & AMOY	SOSHI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAUMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	On 15th inst., at 1 p.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	W. C. Pasmore	DOUGLAS LAFRAIK & Co.	On 15th inst., at 1 p.m.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Peunofather	BUTTERFIELD & SWIRE	To-day, at 2 p.m.
MANILA, CEBU & ILOILO	ZAPICO	Aus. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	To-morrow, at 2 p.m.
MANILA, CEBU & ILOILO	CONGOANG	Brit. str.	—	Teak	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 2 p.m.
MANILA, CEBU & ILOILO	YUESANG	Brit. str.	—	F. H. Kelle	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 2 p.m.
HOIHOW & HAIPHONG	RUBI	Brit. str.	—	S. Crosby	SHEWAN, TOMES & Co.	On 21st inst., at 4 p.m.
BOMBAY VIA SINGAPORE & PENANG	SUNGKANG	Brit. str.	1 m.	H. Mathias	NIPPON YUSEN KAISHA	On 21st inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	TOSA MARU	Jap. str.	—	Tosawa	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
BATAVIA, CHERIBON, SAMARANG, &c.	ISCHIA	Ital. str.	—	Balsito	NIPPON YUSEN KAISHA	On 22nd inst.
KUDAT AND SANDAKAN	KUSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.
KWANG CHOW WANG & HAIPHONG	TUMAH	Dut. str.	—	J. P. Schotte	JAYA-CHINA-JAPAN LINE	To-day, at 3 p.m.
	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	Quick despatch.
	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon
	SI-KIANG	Frenc. str.	—	E. de Catlanco	MESSAGERIES MARITIMES	On 16th inst., at 9 A.M.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong: "EMPEROR OF CHINA" SAT., 12th Aug. "EMPEROR OF INDIA" SAT., 2nd Sept. "MONTEAGLE" TUESDAY, 12th Sept. "EMPEROR OF JAPAN" SAT., 23rd Sept. "EMPEROR OF CHINA" SAT., 14th Oct. "EMPEROR OF INDIA" SAT., 4th Nov.

From Quebec: "ALLEN LINE" FRIDAY, 18th Aug. "EMPEROR OF BRITAIN" FRI., 8th Sept. "ALLEN LINE" FRIDAY, 29th Sept. "EMPEROR OF IRELAND" FRI., 20th Oct. "ALLEN LINE" FRIDAY, 10th Nov.

"Emperor" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £43 £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," or rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. VON BINNER, 18,300	18,300	Wednesday, 9th Aug., at 11 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUETZOW" Capt. J. BARTFELDT, 17,300	17,300	Thursday, 10th Aug., at Noon
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. F. ISCKE, 6,100	6,100	Saturday, 12th Aug., at 4 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL, 5,000	5,000	Middle of Aug.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRES & Co., GENERAL AGENTS HONGKONG AND CHINA. Hongkong, 9th August, 1911.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 10th Aug. 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 21st Aug. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. 41

Hongkong, 3rd August, 1911.

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH
OREGON-WASHINGTON RAILROAD
AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.
(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT. 49

KING'S BUILDING, (Opposite Blake Pier)

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND
MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRES, ROPES, RIVETS AND METAL SPECIMENS.

GRAVING DOCK: 78' x 88' x 34' 6" Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office

MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

CANADIAN
PACIFIC
RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

"ORTERIC."

FROM HONGKONG.

ON FRIDAY, THE 11TH AUGUST.

To be followed by the Steamer

SUVERIC ... 22nd Aug.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 20th July, 1911. [944]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PANAMA GULF and BAHAMAS, also BARCHINOVA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Baloto, will be despatched as above on SATURDAY, the 12th August, at Noon. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 31st July, 1911. [4]

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" ... On or about 16th August. For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	Capt. C. C. Talbot, R.N.R.	10th Aug.	Freight and Passengers
LONDON and ANTWERP	Capt. R. A. Polers	10th Aug.	Freight and Passengers
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. Phillips	23rd Aug.	Freight and Passengers
SHANGHAI	ARCADIA Capt. Barham	About 17th Aug.	Freight and Passengers
	DELTA Capt. E. P. Martin	About 31st Aug.	Freight and Passengers
LONDON via Usual Ports	DEVANHA Capt. H. Powell	Noon, 19th Aug.	See Special of Call
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passengers

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SUNGKIANG"	On 9th Aug., 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 9th Aug., 2 P.M.
SHANGHAI	"LINAN"	On 10th Aug., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHO"	On 11th Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 12th Aug., Midnight

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. "TAIYUAN" On 17th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANGUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—EAST SCHEDULE TWIN SCREW STEAMERS "ANUL" "CHENAN" "OHINUA" and "LIYAN", with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[10]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG and CALUTTA	"KUTSANG"	Wednesday, 9th Aug., 3 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Thursday, 10th Aug., 8 A.M.
MANILA	"FOONGSANG"	Saturday, 12th Aug., 2 P.M.
SHANGHAI	"HANGSANG"	Saturday, 14th Aug., 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug., Noon
MANILA	"YUENSANG"	Saturday, 19th Aug., 2 P.M.
TIENTSIN	"CHEONGSHING"	Wednesday, 23rd Aug., Noon

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS)

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kaidai, Fahed, Datz, Simpona, Two Umkan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to

JARDINE, MAT JESON & Co., LTD.,
GENERAL MANAGERS.

[15]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA:		
S.S. ALESIA	...	9th Aug.
S.S. RHEINFELS	...	28th Aug.
S.S. SUEVIA	...	6th Sept.
S.S. SENEGAMBIA	...	20th Sept.
S.S. BAYERN	...	6th Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

[12]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 11th Aug., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 15th Aug., at 1 P.M.

The s.s. "Haimun" calling at Amoy for Passengers only.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LARRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th August, 1911.

[9]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER),

Will be despatched from Hongkong on the 18th August Next, at Noon, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the

s.s. "TENYO MARU" and "CHIYO MARU."

This new turbine steamer is replete with every modern convenience—including a Palm Garden on the Bridge Deck—all staterooms are outside rooms.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
---------	------	------------------

KIYO MARU ... 17,500 ... TUESDAY, 22nd August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.

FARES FROM HONGKONG:

To LONDON ... and Return 6 Months ... £71.10.0.

To VALPARAISO ... and Return 6 Months ... Yen 570.00.

Through Tickets to all Principal Ports in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

[339]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	Tons (Gross Reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug., at 11 A.M.
via KEELUNG, SHANGHAI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 5th Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSIU MARU"	THURSDAY, 10th Aug., at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

[772/781]

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports, Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....FRIDAY, 1st Sept., at 1 P.M.

PERSIA.....9,000 Tons.....FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine Mail Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. \$43.

HONGKONG TO SAN FRANCISCO via New York. \$45.

Through Bills of Lading issued to Japan, North, Central and South American Ports For further information as to Passage and Freight, apply to the Agency of the Companies King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 16th Aug., at Daylight.
	DEN OF OROMBIE Capt. ...	7,000	THURSDAY, 17th Aug.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Itazawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
	SINABA MARU Capt. S. Tomioka	7,000	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	9,000	THURSDAY, 17th Aug., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Toranaka	5,000	WEDNESDAY, 16th Aug.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Tanawa	7,000	TUESDAY, 22nd Aug.

* Fitted with New System of Wireless Telegraphy. * Carrier Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

For further information, apply to—

[14-40]

T. KUSUMOTO, MANAGER.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

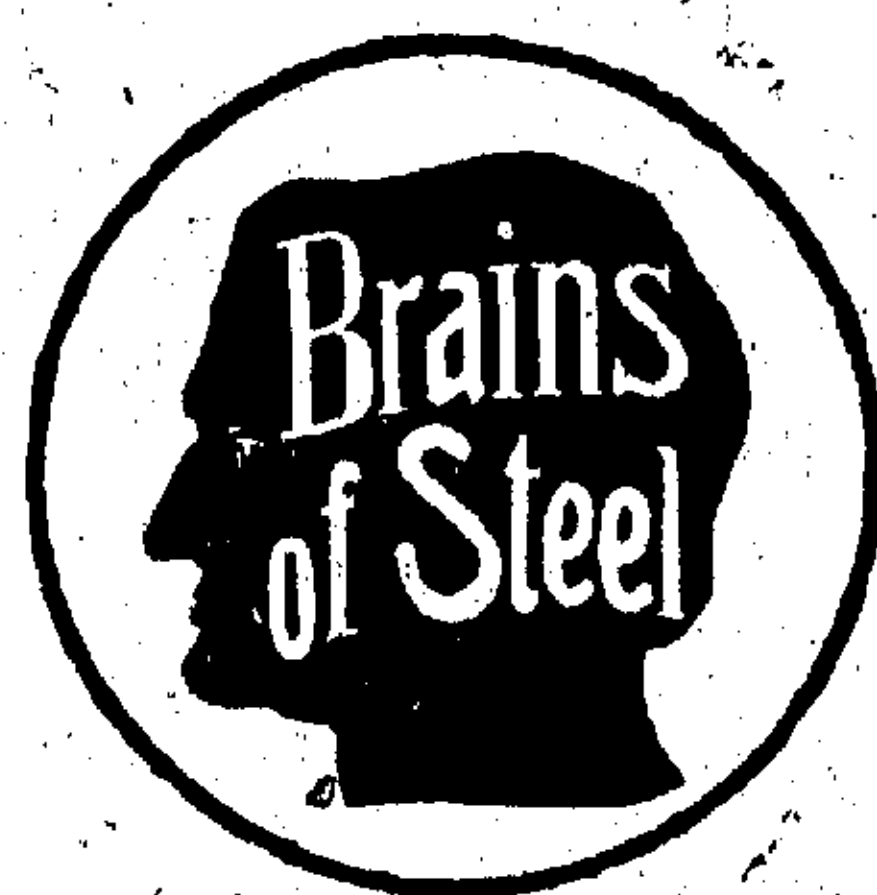
TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Chief Office:—LUDGATE CIRCUS LONDON, E.C.



"BRUNSVIGA" CALCULATING MACHINE

GRIMME, NATALIS & Co.,
BRAUNSCHWEIG.

For inspection apply to the
Sole Representative for Hongkong and China

HUGO C. A. FROMM,
HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 4th August, 1911.

Kios-Cigarettes

First class in quality and packing
Türk. Tabak- & Cigaretten-Fabrik "Kios" o. E. Robert Böhm, Dresden.

Hongkong, 4th August, 1911.

Hoehi

Extra Dry

gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 4th August, 1911.

POST-OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The *Isakov*, with the Siberian Mail, is due to arrive here to-day.

Owing to the *Empress of China* not being available to take mails for Canada, &c., on her due date under contract, viz., at 6.00 p.m., on Saturday, the 12th inst., these mails will in consequence be forwarded on the previous day by P.M. s.s. *Korea*, and will be closed at this office at the time indicated for that ship.

The R.M. s.s. *Empress of China* having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N. D. L. Mail steamer *Isakov*, which is expected to arrive here to-day.

FOR	PER	DATE
Yokohama, Hakodate, San Pedro and San Francisco	<i>Desire Dollar</i>	Wednesday, 9th, 8.00 A.M.
Haiphong	<i>Hongkong</i>	Wednesday, 9th, 9.00 A.M.
Swatow and Bangkok	<i>Chidai</i>	Wednesday, 9th, 9.00 A.M.
Hoikow and Haiphong	<i>Bangkok</i>	Wednesday, 9th, 9.00 A.M.
Manila	<i>Kenkon Maru</i>	Wednesday, 9th, 9.00 A.M.
Taking Mails for Cebu and Iloilo	<i>Prins Ludwig</i>	Wednesday, 9th, 10.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	<i>Michael Jensen</i>	Wednesday, 9th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE	<i>Tacoma Maru</i>	Wednesday, 9th, 10.00 A.M.
Hoikow and Haiphong	<i>Triumph</i>	Wednesday, 9th, 11.00 A.M.
Keelung, Nagasaki, Kobe, Yokohama, Victoria and Tacoma	<i>Carl Diederichsen</i>	Wednesday, 9th, 1.15 P.M.
Haiphong	<i>Kutang</i>	Wednesday, 9th, 2.00 P.M.
Hoikow and Pakhoi	<i>Spir</i>	Wednesday, 9th, 3.00 P.M.
Macao	<i>Delfin Maru</i>	Wednesday, 9th, 4.00 P.M.
Singapore, Penang and Calcutta	<i>Pheon Penh</i>	Wednesday, 9th, 4.00 P.M.
Swatow, Amoy and Tamsui	<i>Luetow</i>	Registration, 5.00 P.M.
Saigon	<i>Letters</i>	9.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN	<i>Syria</i>	Thursday, 10th, 11.00 A.M.
Singapore, Penang and Colombo	<i>Sui Tai</i>	Thursday, 10th, 1.15 P.M.
Macao	<i>Yafro</i>	Thursday, 10th, 3.00 P.M.
Manila, Cebu and Iloilo	<i>Zafro</i>	Thursday, 10th, 3.00 P.M.
Shanghai	<i>Fookang</i>	Thursday, 10th, 5.00 P.M.
Shanghai, Kobe and Moji	<i>Printed Matter and Samples</i>	Friday, 11th, 11.00 A.M.
	<i>Registration</i>	11.00 A.M.
	<i>Registration, with late fee of 10 cents, up to 11.30 a.m.</i>	11.30 A.M.
	<i>Registration, Kowloon B.O.</i>	11.00 A.M.
	<i>No late fee</i>	11.00 A.M.
	<i>Letters</i>	Noon
	<i>Friday, 11th, Noon</i>	Noon
	<i>Sui Tai</i>	Friday, 11th, 1.15 P.M.
	<i>Oanfa</i>	Friday, 11th, 2.00 P.M.
	<i>Kueichow</i>	Friday, 11th, 3.00 P.M.
	<i>Ichu</i>	Saturday, 12th, 11.00 A.M.
	<i>Loongang</i>	Saturday, 12th, 1.00 P.M.
	<i>Sui Tai</i>	Saturday, 12th, 1.15 P.M.
	<i>Prins Waldemar</i>	Saturday, 12th, 3.00 P.M.
	<i>China</i>	Saturday, 12th, 5.00 P.M.
	<i>Hongkong</i>	Monday, 14th, 3.00 P.M.
	<i>Tijnah</i>	Tuesday, 15th, 10.00 A.M.
	<i>Printed Matter and Samples</i>	Tuesday, 15th, 10.00 A.M.
	<i>Registration</i>	10.00 A.M.
	<i>Registration, with late fee of 10 cents, up to 10.45 a.m.</i>	10.45 A.M.
	<i>Registration, Kowloon B.O.</i>	10.00 A.M.
	<i>No late fee</i>	11.00 A.M.
	<i>Letters</i>	11.00 A.M.
	<i>Awa Maru</i>	Tuesday, 15th, 3.00 P.M.
	<i>Iyo Maru</i>	Tuesday, 15th, 5.00 P.M.
	<i>Vorocofu</i>	Wednesday, 16th, 11.00 A.M.
	<i>Mansung</i>	Saturday, 19th, 11.00 A.M.
	<i>Yuenang</i>	Saturday, 19th, 1.00 P.M.
	<i>KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO</i>	
	<i>SIBERIAN MAIL TO EUROPE</i>	
	<i>Swatow, Amoy and Poochow</i>	
	<i>Macao</i>	
	<i>Kachinow, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle</i>	
	<i>Welkaiwei and Tientsin</i>	
	<i>Singapore, Penang and Bombay</i>	
	<i>Manila</i>	
	<i>(Taking Mails for Cebu and Iloilo)</i>	
	<i>Macao</i>	
	<i>Manila, (Taking mails for Cebu and Iloilo)</i>	
	<i>Yafro, Marou, Friedrich, Wilhelmshafen, Rabaul, Herberthshohe, Matupi, Samara, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle</i>	
	<i>Shanghai</i>	
	<i>SIBERIAN MAIL TO EUROPE</i>	
	<i>Batavia, Cherbon, Samarang, Sourabaya and Macassar</i>	
	<i>EUROPE, &c., INDIA VIA TUTICORIN</i>	
	<i>Late Letters 11.00 to Noon. Extra Postage 10 cents.</i>	
	<i>Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail</i>	
	<i>KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO</i>	
	<i>SIBERIAN MAIL TO EUROPE</i>	
	<i>Swatow, Amoy and Poochow</i>	
	<i>Macao</i>	
	<i>Kachinow, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle</i>	
	<i>Welkaiwei and Tientsin</i>	
	<i>Singapore, Penang and Bombay</i>	
	<i>Manila</i>	
	<i>(Taking Mails for Cebu and Iloilo)</i>	

COMMERCIAL EXCHANGE CLOSING QUOTATIONS.

ON LONDON	ON NEW YORK	ON PARIS	ON GERMANY	ON BOMBAY	ON CALCUTTA	ON SHANGHAI	ON HONGKONG	ON YOKOHAMA	ON MANILA	ON SINGAPORE	ON BATAVIA	ON HAIPHONG	ON SAIGON	ON BANGKOK	ON SOERABAYA	ON GOLD LAR	ON BAR SILVER
Telegraphic Transfer 194	Bank Bills, on demand 194	Bank Bills, at 30 days' sight 194	Bank Bills, at 4 months' sight 194	Credits, at 4 months' sight 194	Documentary Bills 4 months' sight 110	On demand 226	On demand 230	On demand 183	On demand 43	On demand 44	On demand 134	On demand 134	On demand 134	On demand 134	On demand 134	On demand 134	On demand 134
On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194	On demand 194

SUBSIDIARY COINS.	per cent
Chinese 20 cents pieces	77.35 discount
Chinese 10 "	77.70 "
Hongkong 20 "	77.18 "
Hongkong 10 "	77.00 "

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$910, sellers
China Borneo Company, Limited	60,000	\$12	all	\$87 10/
China Light and Power Company, Limited	50,000	\$5	all	\$1, buyers
China Bank, Limited	50,000	\$1	all	\$83, buyers
China Mortgage and Loan Co., Ltd.	200,000	\$10	all	
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 77 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$61
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46
Laon-Kung-Mow C. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 61
Boy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCK AND WHARVES.				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$56, sellers
New Amoy Dock Co., Limited	10,000	\$63	all	\$5
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	\$4, sellers
Green Island Cement Co., Limited	400,000	\$10	all	\$200
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$213, sellers
Hongkong Electric Co., Limited	12,000	\$10	all	\$119
Hongkong Hotel Company, Limited	8,000	\$50	all	\$74
Manila Metropole Hotel Limited	15,000	P. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$180, sellers
Hongkong Hope Manufacturing Co., Limited	60,000	\$10	all	\$173, buyers
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$73, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$124, buyers
China Traders Insurance Co., Limited	24,000	\$93.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 167, sales
Union Insurance Society, Limited	12,400	\$250	\$100	\$815
Yangtze Insurance Association, Limited	12,000	\$100	\$20	\$210, @ Ex 75
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$93, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$26
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 91
West Point Building Co., Limited	12,500	\$50	all	\$45, sellers
MINES.				
Société Française des Charbons du Tonkin	16,000	P. 250	all	\$700
Bamb Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$2
	25,000	\$10	all	\$12
	50,000	\$10	all	\$1.10, buyers
	75,000	\$10	all	\$5, buyers
RAILWAYS.				
Peak Tramways Co., Limited	75,000	\$10	all	\$121, buyers
Philippine Co., Limited	20,000	\$100	all	\$24
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$103, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$19, buyers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$303, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$65, L/don
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$25 17. 6.
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$1
Shell Transport & Trading Co., Limited	2,500,000	\$10	all	\$263, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$163
South China Morning Post, Limited	6,000	\$25	all	\$63, div.
Steam Laundry Company, Limited	20,000	\$5	all	\$10, buyers
STOCK AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$4.40
Wm. Powell, Limited	15,000	\$7	all	\$3, sellers
Watkins, Limited	10,000	\$10	all	\$6, sales
A. S. Watson & Co., Limited	90,000	\$10	all	\$15, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300
Union Waterboat Co., Limited	100 shares	\$10	all	\$63, buyers
	50,000	\$10	all	\$63, buyers

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TO-DAY	OPIMUM
Noon—Ordinary General Meeting of Hongkong and South China Steam Fisheries Co., Ltd.	August 3rd.
5.30 P.M.—Annual General Meeting of Victoria Recreation Club, in the Gymnasium.	
FORTHCOMING EVENTS.	
Friday, 11th August—Frank Fills Circus at the Victoria Skating Rink, 9 P.M.	
Saturday, 12th August—Boxing at Byamok's Hippodrome Circus, Causeway Bay, 9 P.M.	
Saturday, 12th August—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., at 12.30 P.M.	
Tuesday, 15th August—Hippodrome Circus at Causeway Bay, 9.15 P.M.	
Saturday, 19th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation at City Hall, Noon.	
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